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The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL.

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HONGKONG, November 15th, 1900.

The story which was telegraphed by our Shanghai correspondent on Tuesday night, without any qualification or statement as to its source, is, if its truth can be established, a confirmation of the feeling all along entertained that the Chinese Emperor is but an unwilling captive in the hands of his aunt and has hardly a vestige of power left him. It will have been noted that he "prevailed upon" two of the officials to send a telegram for him from Hsiaofu to Peking. This was to be kept secret from the Empress Dowager, but naturally, when the Emperor's will counts for so little, the facts got out and the Emperor's agents were at once beheaded—two more victims to the blood-thirsty cruelty of that woman whom some writer, an American, we believe, did not hesitate recently to place among the great queens of history. What became of the telegram is unknown, we are told; from which it may be inferred that it did not at least reach Peking and that the whole story therefore comes from an entirely Chinese source. It bears, however, every appearance of probability and there seems little reason to doubt it. One thing is plain from the affair, that the remnants of the anti-foreign party still hold full sway at the refugee court and the Emperor is still an absolute nonentity. It is indeed to be feared that His Majesty KWANG HAU has shown no signs of strength since the disastrous *coup d'état* carried out by his aunt and short-sighted acquisitive in by the European Powers. We must of course make every allowance for the traditions which bind him down on every side and the carefully selected spies and enemies with which he has been surrounded. But it is difficult to avoid the impression that a stronger man would not have tolerated such shackles so long. It is obvious that when the settlement is at last arrived at in China, the advisers of the Throne will need to be men of great force of character to guide their master aright. In the meantime we seem but little nearer to getting him back

to Peking, without which next to nothing can be done. It is true that some of the worst criminals have left the Imperial Court, by death or desertion, and that the ruling *coterie* is much diminished in numbers since the flight from Peking began. But the Empress Dowager had surmounted all hardship of the journey, which proved too great for KANG XI and some of his companions, and still lives to do evil. The Allies are unable to touch her. Even now she may be deciding to fly yet further from their reach, to Chongchuan in Szechuan. Is it then to be a question of starving her out? Reason hardly seems likely to convince her that it will be best for her to return to Peking and see herself stripped of even that semblance of power which still is hers. If the Emperor himself cannot break away from her clutches, time alone can solve the difficulty how to get KWANG HAU back to the capital. Meanwhile, however, the Allies can carry out the pacification of the Empire with the aid of the loyal Viceroys.

H.M.S. *Undaunted* returned from practice yesterday.

Communication with the New Territory is still cut off, and until it has been restored no accurate estimate can be made of the havoc wrought by the typhoon in life and property.

A fire broke out in the hold of the steamer *Vorwärts* while lying in the Singapore Roads on the 8th inst., but was fortunately extinguished before either the cargo or the steamer was injured.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ho Ngok Lau 500
Young Lau Ke 20

The damage to Government matched all over the colony by the recent typhoon is simply enormous. There is scarcely one left standing, and the figure for re-erecting them will, it is expected, approximate \$10,000. Government buildings have emerged wonderfully well, sustaining, in fact, practically no damage.

We are asked to draw attention to the fact that the Taylor-Carleton season of the *Times* cannot be prolonged, owing to the building being otherwise engaged. On Saturday and Monday next *Home Rule* will be produced on Tuesday and Wednesday *Charley's Aunt* "up to date"; and on Thursday, the final performance, *Trilby*. It is a testimony to the merits of the company that in India they were under most powerful patronage.

Among the passengers who arrived yesterday by the German mail *Kongtial Albert* was the Right Rev. Bishop Piazzolla, the director of the Roman Catholic Mission in this colony. His Lordship was received at the wharf by all the clergy and a good number of people, and immediately on landing proceeded direct to the Cathedral, where a solemn Te Deum was sung. The service was highly impressive and was attended by all the clergy, the girls and boys of the Roman Catholic schools, and a large number of the Roman Catholic community. Yesterday evening the members of the "Catholic Union" had an *At Home* to welcome His Lordship on his return. There was a large attendance, and the guests were entertained by songs and music provided by the members. Altogether a very pleasant evening was spent.

There are apparently several ways in which countries giving sugar bounties can help the manufacturers who hope to retain their hold on the Indian market, remarks the *Pioneer*. Thus the Austrian Government make the Austrian Lloyd boats carry sugar to this country free of charge in return for the subsidy granted to the Company. The *Franz Ferdinand*, a vessel of 6,000 tons, is said on one occasion to have had nothing but a cargo of best-sugar on board. The story is an extraordinary one, but it comes to us on good authority. The Austrian product can, of course, still be sold cheaply in India, in spite of the countervailing duties, if shipments are managed in this fashion; and we do not see how this system of importation is to be checked so long as the Vienna Government hold to their policy.

The *Times* in no doubtful manner endorses the remarks of Dr. Morrison on the guilt of the Chinese Government in connection with the Boxer movement and the attack on the Peking Legations, and also the complicity of the Chinese Ministers abroad. In its issue of the 15th ult. the *Times* says:—The whole story, as told by our correspondents hangs together. It proves beyond all reasonable doubt the main points we have consistently affirmed. It shows that the Boxer movement was originated by an obscure official, who was promoted to high rank for inaugurating the association. It shows that the movement was seized upon by the Dowager Empress and diverted by her against the foreigners and the Christians for her own purposes. It shows that the "Boxer" chiefs and patrons were drawn from her personal clique. It shows that the Imperial troops openly co-operated in the murderous attacks on the Legations and on the native Christians. It shows that, from first to last, high officials of the Empire, including the reformed Tsungli Yamen, did all in their power to make those attacks successful and to betray the Ministers into the hands of those who would be murderers. Lastly, it shows that, while these officials in Peking were so engaged, the representatives of China abroad, aided by persons like Sheng and Li Hung-chuan, were endeavouring to delude the Powers by wholesale and systematic falsehood, calculated to defer relief until relief should be too late.

The cargo of the Japanese steamer *Iseido Maru*, sunk off the coast of Chusco, China, has been abandoned on account of the strong current in the locality of the wreck.

The Russian Minister of Marine has ordered all the vessels comprising the Russian Pacific Squadron now stationed in the Far East to be fitted with wireless telegraph apparatus.

The Tsar has conferred on Lieutenant-General Grodetskoff, the Governor-General of the Amur territory, a gold sword, set in brilliants in recognition of his distinguished conduct of the operations in Manchuria.

At Paris on the 14th ult. a Rugby football match was played by teams representing France and Germany. The latter team was composed of players from the Frankfurt club. The Frenchmen won by 27 points to 17.

At a large and representative gathering of natives at Stulong Juhore the other day, the Sultan formally opened a new sawmill which had been erected by Messrs. Cameron and Co., timber merchants, by breaking a bottle of champagne upon the driving wheel.

A somewhat novel editorial difficulty has been announced in the *Himalaya Chronicle*, in the following words:—"We have to apologize to our readers for the paucity of matter in to-day's issue, in consequence of some of our staff having abandoned, after having drawn more pay than was due to them."

The new British first-class armoured cruiser *Cressy*, *Hogue*, *Sutlej*, and others of that type to carry as their chief armament 9.2-in. guns, having an effective range of fifteen miles. These will be placed on the new hydraulic mountings that enable the guns to be fired rapidly and in any position.

The Government of Argentina, according to the *Buenos Ayres* correspondent of the *Times*, has decided to grant a concession of 200 square leagues of territory in the province of Formosa to Señor Yaller for the purpose of founding an agricultural colony. The contract, the correspondent says, provides for the settlement of 20,000 Japanese there.

A sequel to the collision between the steamers *St. Petersburg*, of the Russian Volunteer Fleet, and the British and Foreign steamship *Yerouen*, which occurred off the Raffles Light on April 17th, is an appeal against a judgment of Mr. Justice Leach before the Appeal Court at Singapore. The arguments of counsel were heard on Thursday last, and Judgment will be pronounced on Tuesday next.

The *New York Herald* publishes a statement to the effect that Sir Thomas Lipton's challenge to the New York Yacht Club designates a yacht similar in size to the *Shamrock*, and suggests that the races be held earlier in September. A rumour is current in yachting circles that the challenge which Sir Thomas Lipton intends to send over to America will be withdrawn. If this be so, she will have a decided advantage in the measurement for time allowance.

We have received a pamphlet entitled *Stricken India* with some ghastly photographs of famine-stricken natives in various stages of dying.

Though we do not think this is exactly the best

method of appealing to the public, undoubtedly those who issued the pamphlet are earnest in

their desire to alleviate the terrible sufferings of the unfortunate natives of the Indian Central Provinces, and their warning to the public not to think that because the rains have fallen the distress is at an end is a necessary one.

The following appointments have been announced at the Admiralty:—Lieutenant—A. F. St. C. Armitage, to the *Hermione*, reappointed temporary, on promotion, to date October 1; S. Newcome, to the *Terrible*, reappointed temporary, on promotion, to date July 15; and H. C. Carr, to the *Sandpiper*, in command, re-appointed on recommissioning, an ated. Sub-Lieutenants—J. Jones, to the *Hermione*, H. P. Smyth-Osbourne, to the *Terrible*, to date October 15. Midshipmen—H. S. W. Boldere, to the *Goliath*, to date September 24.

Coolies engaged in digging the foundations of a proposed four-storeyed annex to the American Naval Hospital on the Bluff at Yokohama made a rather interesting discovery on Sunday, says the *Japan Herald*. They had descended some little distance when the earth suddenly fell in and revealed an underground chamber which, on further examination, was found to be about seven feet in height, and of sufficient area for five Japanese mats to be spread comfortably. The walls were hard, smooth, and blackened with smoke, but no utensils or relics of any kind were brought to light. These underground chambers are frequently discovered in Japan, and are supposed to be of great antiquity.

The wharf accommodation at Tanjong Pagar, Singapore, is insufficient to meet the requirements of the port, according to the *Straits Times*, and steamers are continually being delayed, not only for a day or so, but sometimes for weeks together. For instance the *Bencorlich* was detained over eight days before being given a berth, and the *Bencorlich* has been 14 days in port discharging a cargo of only 2,600 tons of coal, an average of less than 190 tons a day. The British collier *South America* (Capt. Dobson) of 2,701 tons, which arrived from Newbury with 6,500 tons of coal for the British Government, has been waiting in the Roads for a berth since Nov. 1st. It may be stated, says the *Straits Times*, that the shipowners are the *Bencorlich* and the *Bencorlich* has been 14 days in port discharging a cargo of only 2,600 tons of coal, an average of less than 190 tons a day. The British collier *South America* (Capt. 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NOTES AND IMPRESSIONS FROM A TOUR IN CHINA.

[By H.E. SIR HENRY BLAKE, K.C.M.G.]

(Continued.)

At Taku we found only ten and a half feet on the bar. We waited for an hour as the tide was rising, then we essayed to cross it, but struck hopelessly on its soft mud, and so remained until morning. Two ships of war were lying outside. No land was visible except the top of a fort to the westward. In the morning we landed, passing between the lines of fort, which looked as if they ought to be practically impregnable, and also the new torpedo destroyers so gallantly taken by Lieutenants Keyes and Mackenzie with Her Majesty's ships *Fame* and *Whiting* six weeks later. Had the fort before the attack on that occasion received the large reinforcements sent down to occupy them, the losses of the allied forces must have been very great. Thanks to the kindness of Messrs. Jardine, Matheson & Co., the ramifications of which great house extend to every treaty port in China, we found a special train awaiting us and every arrangement made for our comfort. The long train was crowded, large numbers of Chinese travelling in open flat trucks, each traveller using his baggage as a seat or reclining on the sides of merchantable with which the trucks were laden. At Tientsin we were joined by our friend Dr. Morrison, the *Times* correspondent at Peking, who travelled with us to the capital, full of useful and of accurate information on the affairs of the East. At every station on the line there were numbers of travellers, and whatever objections the Chinese may have to the construction of a railway, it is evident that they are prepared to take full advantage of its facilities when made.

From Tongku to Tientsin and thence to Peking no green thing was to be seen. The country is almost flat and was blasted by drought. The crops had not come up and starvation stared the population in the face. Close to Peking there was some water procurable from wells and the crops were growing.

The railway ends about three miles from Peking, and from the terminus an electric train is taken to a point close to the south gate. The entrance to Peking through the south gate of the Chinese city is very striking: an immense oblong space immediately within the wall, in which an army could assemble, and a broad flagged road running straight down the centre to the T'ien Men or south gate of the Tartar city. For half a mile this wide road runs through the crowded Chinese city, and the dense throng of carts drawn by mules, asses, or bullocks. Rickshaws, camels, with their wild-looking drivers, Chinese on horseback dressed in brilliant colours, and men of every nationality north of the Yellow River formed a sight never to be forgotten. This Chinese town had since been burnt down by the Boxers, but entrance to this portion of the city brings one so nearer to the forcing of the Tartar city if its splendid gates are held by a hostile force.

That evening at the Hotel de Peking, the landlord spoke of the intense dissatisfaction existing among all classes of Chinese in Peking. The day before a young mandarin had said to him: "The Emperor has loyally four or five times for rain, and no rain has come. What good is he or the Dowager Empress for the Empire?" Food had gone up over 50 per cent., and the people were beginning to be very restless. He thought a revolution probable if the drought continued, in which case the mandarins would probably replace a Ming upon the throne. Having regard to later events, the opinions expressed at the time by people on the spot are interesting. The boys in the hotel were all soldiers. Asked why they came to the hotel for employment, they replied that their pay of five and a half dollars per month became two dollars and twenty cents when the officers and non-commissioned officers had taken their squeeze, so they worked for their living, turning out for inspection when a superior officer came round.

Next day we accepted an invitation to stay at the British Legation, where for a week we enjoyed the charming hospitality of Sir Claude and Lady McDonald, and had the great pleasure of making the acquaintance of many members of the diplomatic corps at Peking, a circle in which, whatever diplomatic divergence of views and aspirations may possibly have existed, they were certainly not reproduced in the personal relations of the Corps Diplomatique, which were delightfully cordial. A visit to the Tsingh Yamen showed how easily such a crime as the murder of Baron von Ketteler, a month later, could have been accomplished. That most modest office in which official visits are received by the body of very "elite" old gentlemen who convey foreign representations to the Grand Council—the really governing body—is approached from Legation Street by tortuous lanes so narrow in many places that a foot passenger must stand aside in a doorway to admit the passage of a chair, and from any one of these doorways the occupant could be shot with certainty. His safety could only be assured by having all doors closed and the streets cleared before he passed. The principal streets of the Tartar city, in which all the Legations are situated, are straight and wide—so wide that the practicable part of the street is an embankment in the centre, almost twenty feet wide and seven feet high, constructed from "burnt pavers" that run along the embankment on either side, and become deep and dangerous pools in the rainy season, as well as being the dumping-ground for all house refuse. The mixture, which becomes more and more foul as the dry weather advances, is ladled over the embankment to lay the dust, while the rats are filled with the mud scooped from the bottom. The system, if nasty, is cheap, and with the springs, Peking, east of the embankment, soft with mud in wet weather and dust in drought, are decidedly easier going than the flagged or macadamised roads, a few of which

are to be found. The shops no longer present the elaborate ornamentation of the southern cities, nor are they open. Here the frequent dust storms necessitate the shops being closed and protected by windows of paper, oyster shells, or glass. The Boxer movement had so far developed that two attacks had been made upon British forces on the borders of Weihai-wei, and the Chinese delimitation commissioners had been carried off by them into Chinese territory. At the request of the Chinese Governor, British troops had proceeded to their rescue, which they duly effected, and the general impression was that if the government could be induced to allow a determined front the Boxer must soon collapse.

While in Peking we moved about the Tartar and Chinese cities and the environs freely, and twice I went into the crowded Chinese city alone. We found everywhere the most perfect civility, nor did we see a symptom either in Peking or in any one of the many towns visited by us of any anti-foreign feeling. Into the native city of Tientsin indeed we did not enter, as we were warned that in the settlement it was not considered safe in consequence of the proximity of a large camp of Chinese troops. But at Shantung, where a week after we left Peking we stayed for two days to examine the Great Wall, we met numbers of the soldiers of General Fung's army who were all civil and well behaved; and on the morning of our departure, wishing to see the troops on parade, I walked out alone to see the drill at 6 a.m., and stood close by a number of buglers who had fallen out and who took no further notice than an apparently friendly interest. Yet this army supplied a portion of the force that afterwards joined the Boxers in attacking Admiral Sir Edward Seymour's column. It is difficult to judge of the feelings of a people in repose. There were about five thousand men on parade, with fifty or sixty breech-loading field guns. The industry had evidently been drilled by German officers, and so far as parade-ground drill went they appeared to be smart and efficient. I was not close enough to observe the state of their arms, but they were all breech-loading rifles.

The day before we left Peking I had afternoon tea with Baron and Baroness von Ketteler. A few days previously anti-foreign placards had been found posted in Peking, but while the posting of such placards in China is always a reason for careful observation, neither the German Minister nor, so far as we could hear, the Ministers of any foreign Legation had any idea of the storm that was to soon to burst over the north-eastern provinces.

We left Peking on the 11th of May, and were accompanied to the station by Messrs. Dering, & Sons, of the British Legation, and Dr. Morrison, the *Times* correspondent, and after a hot and dusty journey found Tientsin in all the excitement of its annual race meeting. Here the confidence was not quite so absolute. Two or three mysterious fires had taken place, and there were whispers of possible incendiarism; but this was apparently all forgotten as Europeans and Chinese streamed out along the road to the racecourse, where West and East met to watch the racing, in which we seemed to take an equal interest. But one of the oldest inhabitants who had special means of knowing the real feelings of the Chinese said among all classes there is a strong anti-foreign feeling. They know that foreigners come to China and make money, seriously disturbing their ways and customs in the process. They do not realise the mutual benefit of foreign trade, and assume that all money made by foreigners is lost by China. Their political economy is on a par with that of the Irishman, who took comfort that the hated Scotchmen could not come and buy large quantities of potatos for exportation in the same year of 1870 because they weren't to be had.

A FRENCHMAN ON THE SOUTH AFRICAN WAR.

M. G. de Molinari in the *Journal des Economistes* (Paris) says that he cannot approve the rather warlike attitude adopted by the Peace Congress towards England. After remarking that it is much to be regretted that the differences between the Transvaal and Great Britain were not settled otherwise than by war, M. de Molinari asks who is responsible for this war, and says—

Before answering this question it would have been well carefully to examine the facts of the case and impartially weigh the grievances and arguments of both parties. That would have been a slow but sure proceeding. Unfortunately the sovereign judge who is called public opinion is always in a hurry. He has so many matters of all sorts in hand! Besides, he possesses such delicate tact that he can at once distinguish the innocent from the guilty. Could he hesitate a moment between the English and the Boers, this little population of farmers and shepherds and consequently eminently sympathetic? It is true that the Boers can be reproached with having taken the land from the natives and paid them with "gunshots and with treating as animals the persons they had thus stripped. But those men have black skins, and as Montesquieu said, "It is difficult to conceive that God, who is wise, has put a soul, and especially a good soul, into a body that is entirely black." The Boers can be reproached with having taken the land from the natives and paid them with "gunshots and with treating as animals the persons they had thus stripped. But those men have black skins, and as Montesquieu said, "It is difficult to conceive that God, who is wise, has put a soul, and especially a good soul, into a body that is entirely black." The Boers can be reproached with having outrageously oppressed the Uitlanders by not only putting them all the taxation of the Transvaal, but by bringing bribes from them in addition. It is true that the Uitlanders are foreigners. Were not the Boers, therefore, who have been nourished by Bible reading, authorized to treat them as the Israelites treated the Philistines? As for the English they are a notoriously antipathetic race. Have they not among other misdeeds set up the proud pretension of competing with the entire world by suppressing even in their own colonies the protectionless carriers against their trade? Is not their free-trade policy an intolerable humiliation for the protectionists? Had public opinion held of any other proof in order unanimously to condemn their conduct towards the Boers? And if the English had had the audacity to present themselves before arbitrators could the decision of these umpires have been in opposition to the sovereign verdict of public opinion? England took good care, therefore, not to have recourse to arbitration, and it is this resolution that caused her to be tolerably well abused by the Peace Congress.

SAINT JOHN AMBULANCE ASSOCIATION.

RE-ORGANISATION OF THE LOCAL BRANCH.

Yesterday at noon a public meeting was held in the City Hall for the purpose of re-organising the local branch of the Saint John Ambulance Association and appointing a committee. H. E. the Governor (Sir Henry Blake, G.C.M.G.) presided, and he was supported by H. E. Major-General Gascogne, C.M.G., Vice-president; Sir Thomas Jackson, Deputy Inspector General T. Belisted, M.D.R.M., Lieut.-Col. Hugh P.M.O., Dr. J. M. Atkinson, P.C.M.O., Dr. Stearns, the Hon. J. J. Keswick, and the Rev. R. F. Cobbold, H. E. the MAJOR-GENERAL, in seconding.

—I can only say that if I have the honour

of being elected I shall be very glad indeed to render all possible service I can to the association. I do not at this moment know much about the subject, because it is more or less new to me. But if elected I should like to get hold of a book on the subject and study it. It seems to me that this is a matter which may be of great public utility, and that it is a thing which should be encouraged in every way. I can answer for the medical officers in my command that they will be willing to do all they can in the way of giving instruction.

The motion was carried.

On the motion of the Hon. J. J. Keswick, seconded by the Rev. R. F. Cobbold, a vote of thanks was accorded the Governor for presiding.

—EXCELLENCE—Thank you very much. I hope our next meeting will be a larger one, and that before we come to the conclusion to call a second meeting we shall have been able to stir a certain amount of public interest in this matter and get a large number of outsiders to attend, because I am quite sure the society is well worthy of public support. The advantage of it will be found year by year as we go on.

The proceedings then terminated.

OLIVERS FREEHOLD MINES, LIMITED.

We are informed by Messrs. John D. Humphreys & Son, general managers of Olivers Freehold Mines, Limited, that they have received a telegram from the mine, giving the result of last clean up as follows:—

—315 tons of quartz crushed for a yield of 315 ounces retarded gold; mill ran 5 weeks."

Messrs. Humphreys also state that they have received the following report of work done in connection with Olivers Freehold Mines during the month of September, 1900:—

Stopes over 100 ft. Level South.—Six men have worked continuously during the month in this Block, giving an output of sixty tons, work 10 dwt., per ton, the present face shows an average of 16 in. stone which is still lengthening southward, also the lack of stopes is looking better than when last reported, as the Reef is going through the floor which seemed to cut it off further north, which of course will give us much more payable stone to mine from this Block.

Rise and Steps over 150' Level South.—Have employed 18 men in this Block during the month, 6 rising and 12 stopping from rise, output for month 151 tons, average value 19 dwt., per ton; the Reef here is not so wide as when last reported on giving an average of 18 in. but the Gold contents are higher, some of the stone assaying as high as 5 ozs. per ton. The present length of workings here is 110' feet with stone showing in both ends, the southern face showing a vein 12 in. wide; average 1 oz. per ton.

2nd Intermediate North from Winz.—Have employed six men with No. 3 Machine Drill in this Block, the output for month being 176 tons; average value 9 dwt. The present face shows 48 in. of milling stone up to the above average; have done all the necessary filling in, the stuff for which has come direct from the sinking of Main Shaft.

Stopes under 200' Level North.—This stopes shows an average width of stone of 22 in., but has not been quite so good for past month, but looking a little better at present; have employed 6 men with No. 1 Machine Drill; output from same 124; tons average value 6 dwt. per ton.

Sinking Main Shaft.—Have been finishing the hundred feet by wages men, the Contractor failing to finish this contract, have employed 6 Miners with No. 3 Machine Drill; have sunk 27 feet for month, making a total depth from surface of 395 feet; also have cut hitches to take 450' of tailing tenders for another 110 feet sinking.

Battery.—Has run full time with the exception of short stoppages for cleaning up, etc; crushing 490 tons of stone from Eureka Mine for a total yield of 11,595 dwt. Have also crushed 19 tons from Queen Mine for 6 ozs. 15 dwt.; giving an average of 7.10 dwt. per ton.

Assay Office.—All necessary assays have been made.

GERMAN COMMERCIAL POLICY IN CHINA.

The *Cologne Gazette* of the 8th ult. gives prominence to an article on "Commerce and Policy" contributed by a correspondent interested in German industry. The article complains that too much prominence has lately been given to the question of Christian missions in China, and urges that, although the interests and the safety of the missions ought not to be neglected, the first place in the Chinese policy of the Government ought to be given to the cause of German commerce and of the industrial export trade. The Imperial Government has already, the writer admits, done much to promote German prosperity in the Far East. If at the Chinese treaty ports there are German commercial houses that can vie with the English this is largely due to the establishment of Imperial steamship lines providing those connections without which the German carrying trade would have gone to foreign countries and particularly to England.

The article concludes:—"What we traders desire is that in the development of the Chinese question and at the conclusion of peace we should not be thrust aside in favour of the missions. The expansion of German commerce and of German exports must, undoubtedly, be the chief concern of a sound policy. For it is only on this basis that the commercial, and consequently the political prestige of the Empire can be maintained." We know that at most of the Police Stations here there is an ambulance. The idea is that if we can get a branch sufficiently large and collect a certain amount in fees we would in the first place establish one or two ambulance stations in the town which might be of use in the event of accident. There is another thing which I think the society might take up, and that is the dissemination of a knowledge of the medical science so that they will be able to render first aid until such time as a medical man can be summoned. This has been found of great importance and of enormous service both at home and abroad, and I may say that the association has sent out a large number—about 500—to the war in South Africa, where they have been of very great assistance. I can quite understand why the Chinese would be interested in this excellent association—the Saint John Ambulance Association. The object of the association is to train as large a number of the community as possible so that they will be able to render first aid until such time as a medical man can be summoned. This has been found of great importance and of enormous service both at home and abroad, and I may say that the association has sent out a large number—about 500—to the war in South Africa, where they have been of very great assistance. I can quite understand why the Chinese would be interested in this excellent association—the Saint John Ambulance Association. 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NEW ADVERTISEMENTS

INTIMATION.

NOTICE is hereby given that from the 10th instant and following days, at 8 A.M., a PUBLIC AUCTION will take place for the privilege of the demolition of the expropriated PREMISES at S. LAZARO, as well as the SALE of the MATERIALS of the aforesaid HOUSES.

Full conditions of Tender can be seen every working day from 10.30 A.M. to 3 P.M. at the Office of the Public Works Department.

A. NUNES,
The Director Engineer,
Public Works Department.

Macau, 10th November, 1900. [2891]

THE HONGKONG ELECTRIC CO.-PANY, LIMITED.

SHAREHOLDERS, who have not yet PAID the Call of \$3 per Share in the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, in trust at the rate of 12 per cent per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th November, 1900. [2893]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"PERLA" (late "MENMUIR") Captain R. W. Almond, will be despatched as above TO-MORROW, the 16th instant, at NO. 1.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOME & CO., General Managers.

Hongkong, 15th November, 1900. [2894]

FOR SHANGHAI.

THE Steamship
"LOONGMOON," Captain F. W. Schulz, will be despatched for the above port TO-MORROW, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO., Agents.

Hongkong, 14th November, 1900. [2895]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship
"KASUGA MARU," (3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA, Manager.

Hongkong, 15th November, 1900. [2896]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"KONIG ALBERT," OF THE NORDDEUTSCHE LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded, unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th November, and THURSDAY, the 22nd November, at 9.30 A.M.

All claims must reach us before the 24th November, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD.
MELCHERS & CO., Agents.

Hongkong, 14th November, 1900. [2897]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

I REGRET to inform Subscribers that practically all the WIRES belonging to this company have been WEECKED by the Typhoon.

Every effort is being made to restore them, commencing with the Central District, but it is feared that several weeks must elapse before communication with the outlying districts is completely restored.

W. STUART HARISON, Manager.

Hongkong, 13th November, 1900. [2879]

RESCUE OF THE S. EAM-LAUNCH "TUNG-LI".

OUR Launch "TUNG-LI" was in considerable danger during the Typhoon of the 10th inst. At a very critical moment the Captain of H.M.S. "Aster" sent a boat to the Rescue and all the Crew were thus saved from a watery grave. At last we have found the name of the good Captain to be A. D. PAGE. Consequently we print this matter in the News Paper to thank him and the Crew of the boat and we can never forget his great benevolence.

CHAN WING,

Agent.

A. SAM & OTHERS,

Cowain and Sailors

of Steam Launch Tung-Li.

Hongkong, 13th November, 1900. [2878]

ENTERTAINMENTS.

THEATRE ROYAL

CITY HALL.
TAYLOR-CARRINGTON SEASON
COMMENCES
SATURDAY NEXT, NOVEMBER 17TH.

Production of the Successful Musical and
Sensational Irish Drama

HOME RULE,

or

THE IRISH GOSSON.

Played by Mr. CHARLIE TAYLOR,

Miss ELLA CARRINGTON, and their Com-

pany in support over 200 times.

Performances patronized in India by

Their Excellencies Lord & Lady NORTHCOCK.

Sir POWER and Lady PALMER.

Sir BRINDO and Lady BLOOD.

Major-General JENNINGS, C.B.

Major-General WODEHOUSE, C.B.

General A. C. CREAGH, C.B.

General MOORESON, &c., &c.

Reserve Plan now open at ROBINSON PIANO

Co.

Admission Rates—\$3, \$2 and \$1.

Military and Naval Men in Uniform half-

rates to 2nd and 3rd Seats.

Seasons of 5 Nights only.

COMMENCING SATURDAY NEXT.

M. C. CLIFFORD,

Advance Representative.

Hongkong, 14th November, 1900. [2883]

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL give TWO PERFORMANCES

of the COMEDY, Entitled,

"OUR FLAT,"

IN THREE ACTS,

on

SATURDAY, 24th November, 1900,

MONDAY, 26th November, 1900,

Commencing each Evening at 9 P.M. precisely.

Dress Circle, \$3; Stalls, \$2; Pit, \$1.

Half-price to fit for Soldiers, Sailors and

Police in Uniform.

Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after

MONDAY, 19th November, at 10 A.M.

Booking Office will be open daily from that

date from 10 A.M. to 4 P.M.

Late Trams will run 4 of an hour after the

fall of the curtain.

H. C. NICOLLE,

Acting Manager

Hongkong, 12th November, 1900. [2867]

KOWLOON HORSE REPOSITORY.

I BEG to inform my Patrons and the Public generally that SEVERAL EXTRA STALLS for STABLING PONIES have been Erected in the above Repository, and can be LET at MODERATE RENT from the 15th instant.

Gentlemen desirous of stabling their Ponies in these Stalls are requested to kindly notify the same to—

M. PEREIRA,

No. 4, St. Francis Street.

Hongkong, 13th November, 1900. [2880]

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

CAPITAL \$75,000.

Divided into 7,500 Shares of \$10 each, payable \$5 on Application and the Balance to be called up as may be required.

CONSULTING COMMITTEE.

LLAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION CO., Ltd.)

CHAUSIUKI, Esq. (Manager, HONGKONG AND KOWLOON LAND AND LOAN CO., Ltd.)

MANAGER.

J. W. KEW, Esq.

BANKERS.

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Have for Sale,

INDIAN, Chinese and Japanese Silk Goods

for Ladies and Gentlemen and other Articles.

Oriental Embroidery, Rugs and Carpets,

Jewelry, Cashmere Shawls, Ivory, Sandalwood

and Tortoise-shell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED.

Hongkong, 8th November, 1900. [2855]

FOR SALE.

NEW LEE ENFIELD 303 MATCH RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING RE-

QUISE.

WM. SCHMIDT & CO.,

Gunsmiths.

Hongkong, 22nd September, 1900. [1213]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—

Lodged with 1/2 oz. Powder

Powder only, and 1 oz. of Shot.

Primrose Cases ... 35.65

87.40

Pagamoid Cases ... 6.25

8.00

Ejector Brass Cases, 6.90

8.65

6 per cent discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO.,

Gunsmiths.

Hongkong.

27th July, 1897. [1870]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable

provisions for Cold Storage at EAST POINT at

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HONGKONG
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AUCTIONEERS &c.

PAUL BREWITT,
2 Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGUE
Auctioneers to the Government and Share
and General Brokers, corner 100 House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED
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"DAILY PRESS" OFFICE,
The only office in China having European
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BOOKSELLERS AND STATIONERS

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Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 39, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LTD: AROMATICABLES, HALL, 68,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIOS DEALERS

AUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware; 53a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DEAPERS

EBRAHIM ELLIAS & CO.,
Milliners, Silk-Merchants, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tutor, Draper and Quiltier; 67 and 68,
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FLOUR

SPEERY & LOU COMPANY,
Proprietors of the following Celebrated
Brands of Flour: "Speery's," "Buckeye,"
"Golden Girl," "Pioneer," "Buckeye,"
"Anchor," "S. S.," "William," Manager.

FURNITURE WAREHOUSEMEN

A CHIE & CO., Established 1859.
Every Household Requisite, Depot for
Photographer's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art
Decorator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
Sub-agents: LIPPON, LTD.
8 and 10, D'Aguilar Street.
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 26
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

WAH LOONG,
Gold and Silversmith, Silk Dress, Crepe
Shirts, Ivory, Lacquerware, Fans,
Curios, Pictures, Human Hair, Feathers,
etc., Queen's Road Central.

THE LIGHTS OF THE FUTURE

ESTERN ACETYLENE LIGHTING
COMPANY, Head office, 62a, Queen's
Road Central. Pictures of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

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Hongkong. Established 1859. Views
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E HING,
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erate Rates, 26, Queen's Road East.

MEI CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc; Devel-
opment Works, Amateur Requisites.

MUMIYA, JAPANESE ARTIST,
Bronzes and Crayon Engravings. Work
done for Auspicious, 88, Queen's Road, CL

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BUSINESS DIRECTORY.

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YEE DHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YEE,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road CL, also Wan Chai.
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Printed by Englishmen.

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TEJUMUL POHUSING,
Dealers in Chinese, Indian and Japanese
Goods, Silks, Woollen and Cashmere
Silks and other Sundry Goods; 4,
D'Aguilar Street, First Floor.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, CL.

SILK LACE MANUFACTURERS

YEE ELUNCK,
Importer of Real Hand-made Torchon Lace
in Silk, Linen and Cotton. Gauze cloth
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Ship Chandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des. Voeux Road.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kahn's Curio Store.

HUNG YUEN,
Coffitiers, Shirt Makers, Hatters, Hosiery,
Drapers, 83, Queen's Road, Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoe
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADDY BURJOR, "Los FILIPINOS",
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.,
Wholesale and Retail, Havanas and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents, Connaught House, Queen's Road.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road,
and Calle Antiguo, Manila.

DOCK NO. 1 (at TATEGAMI)
Extreme Length..... 523 feet.
Length on Blocks..... 513 ".....
Width of Entrance on Top..... 59 ".....
Width of Entrance on Bottom..... 27 ".....
Water on Blocks at Spring Tide..... 261 ".....

DOCK NO. 2 (at MUKALIMA)
Extreme Length..... 371 feet.
Length on Blocks..... 350 ".....
Width of Entrance on Top..... 66 ".....
Width of Entrance on Bottom..... 53 ".....
Water on Blocks at Spring Tide..... 22 ".....

PATENT SLIP (at KOSUGI)
Capacity vessel up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of WORK in SHIPBUILD-
ING and MARINE ENGINEERING as well
as REPAIRING of SHIPS.

THE COMPANY has POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE.

TO SHIPMASTERS

ENQUIRE where your FRESH WATER
is obtained by the Water Boats, as FOUL
WATER is the cause of much Sickness on board
Ship.

We are the ONLY WATER BOAT COMPANY
in HONGKONG EXCLUSIVELY supplying
FILTRATED WATER.

CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY,
Hongkong, 1st October, 1895.

PORLAND CEMENT
J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 1st October, 1899.

NOTICE

STEAMERS calling at Amoy can be supplied
with the highest class of JAPANESE
BUNKER COAL.

For terms, &c., apply to
LAPRAK, CASS & CO.
Amoy, 10th October, 1899.

ALL RIGHTS RESERVED

SPORT AND ANECDOTE

BY AN OLD FOOTY

LOST ROSEBERRY LEAVES THIS WORLD.

"Tis best to win—win at everything." This

was the aphorism with which the Earl of Rose-

berry addressed the captain of the Notiz Forest

football team when that club had won the Na-

tional Cup in 1888. These words are recalled

from the recesses of memory by an advertise-

ment that Messrs. Tattersall will sell by

lot the horses of the Earl of Rose-

berry. One is likely to be the

colt which the Earl of Rose-

berry had in his stud.

He had a son, the Earl of Blan-

hams, and a son, the Earl of Blan

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CORONADEL	Brit. str.	—	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON VIA SUEZ CANAL	AJAX	Brit. str.	—	Batt.	BUTTERFIELD & SWIRE	On 27th inst.
LONDON	ANTEROE	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT	CANTON	Jap. str.	—	C. F. Lockstone, R.N.E.	BUTTERFIELD & SWIRE	On or about 29th inst.
BREMEN, VIA PORTS OF CALL	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	TYRHERUS	Brit. str.	—	Tilston	BUTTERFIELD & SWIRE	On 1st Dec.
MARSEILLES, &c., VIA PORTS OF CALL	STUTTGART	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HARAKA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
HAVRE & HAMBURG	TONKIN	Fren. str.	—	Vauquer	MESSAGERIES MARITIMES	On 19th inst., at 1 P.M.
HAVRE & HAMBURG	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On 19th inst.
HAVRE & HAMBURG	AMERIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	SAMBIA	Brit. str.	—	Schmidt	DODWELL & CO. LIMITED	On or about 8th Jan.
HAVRE & HAMBURG	HILLGLEN	Brit. str.	—	—	SHIWAH, TOME & CO.	On or about 29th Dec.
HAVRE & HAMBURG	DEVONSHIRE	Brit. str.	—	—	CARLOWITZ & CO.	On or about 28th Dec.
HAVRE & HAMBURG	GLENGARRY	Brit. str.	—	Hansen	CARLOWITZ & CO.	On 25th inst.
HAVRE & HAMBURG	R. MOREOW	Brit. ship	—	F. G. Geyle	MCGREGOR BROS. & CO.	Quick despatch.
HAVRE & HAMBURG	EMPERESS OF INDIA	Brit. str.	—	O. P. Marshall, R.N.E.	ARNHOLD, KARBERG & CO.	On 21st inst.
HAVRE & HAMBURG	TACOMA	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On 26th inst.
HAVRE & HAMBURG	RIOGU MARU	Jap. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 24th inst., at 4 P.M.
HAVRE & HAMBURG	MILOS	Ger. str.	—	T. M. Stevens & Co.	NIPPON YUSEN KAISHA	On or about 27th inst.
HAVRE & HAMBURG	COTIC	Brit. str.	—	O. & O. S. S. Co.	—	On 17th inst., at Noon.
HAVRE & HAMBURG	AMERICA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 24th inst., at Noon.
HAVRE & HAMBURG	CITY OF PEKING	Amer. str.	—	—	PACIFIC MAIL S. CO.	On 4th Dec., at Noon.
HAVRE & HAMBURG	CABILIS CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th Dec.
HAVRE & HAMBURG	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	To-day, at 4 P.M.
HAVRE & HAMBURG	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
HAVRE & HAMBURG	SILESA	Brit. str.	—	P. C. Cragg	SANDER, WIELER & CO.	On 17th inst., P.M.
HAVRE & HAMBURG	JAPAN	Amer. str.	—	F. G. Wright	P. & O. S. N. CO.	On or about 30th inst.
HAVRE & HAMBURG	GISELA	Brit. str.	—	F. Mosca	SANDER, WIELER & CO.	On 21st inst., at Daylight.
HAVRE & HAMBURG	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 22nd inst., at Daylight.
HAVRE & HAMBURG	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
HAVRE & HAMBURG	KONIG ALBERT	Ger. str.	—	O. Coppers	MELCHERS & CO.	To-day, at Noon.
HAVRE & HAMBURG	ERNEST SIMONS	Fren. str.	—	F. W. Schulz	SIEMSEN & CO.	To-morrow, at 4 P.M.
HAVRE & HAMBURG	CLYDE	Brit. str.	—	Durrando	MESSAGERIES MARITIMES	On or about 19th inst.
HAVRE & HAMBURG	ANPING MARU	Jap. str.	—	A. L. Valentine	P. & O. S. N. CO.	On or about 23rd inst.
HAVRE & HAMBURG	AKASHI MARU	Jap. str.	—	S. Atsumi	MITSU BUSSAN KAISHA	On 28th inst., at Daylight.
HAVRE & HAMBURG	PELA	Brit. str.	—	K. Hasagawa	MITSU BUSSAN KAISHA	On 18th inst., at Daylight.
HAVRE & HAMBURG	KASUGA MARU	Jap. str.	—	R. W. Almond	MITSU BUSSAN KAISHA	On 21st inst.
HAVRE & HAMBURG	KAIPOONG	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	To-morrow, at Noon.
HAVRE & HAMBURG	LIGHTNING	Brit. str.	—	Pennefather	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
HAVRE & HAMBURG	—	—	—	J. G. Spence	DAVID SASOON, SONS & CO.	To-morrow, at 3 P.M.

SHIPPING.

VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.

STEAMER FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"KONIG ALBERT," OF THE NÖRDEUTSCHE LLOYD, Captain O. Coppers, will leave for the above places TO-DAY THURSDAY, the 15th instant, at 12 o'clock noon.

NÖRDEUTSCHE LLOYD, MELCHERS & CO. Agents.

Hongkong, 15th November, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at PORT DAWSON AND QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above ports TO-YESTERDAY, the 15th November, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO. Agents.

Hongkong, 20th October, 1900.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 16th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASOON, SONS & CO. Agents.

Hongkong, 13th November, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

Taking cargo at through rates to the BRAZIL, SOUTH AMERICA, MADEIRA, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS.

Hongkong, 5th November, 1900.

SCIPPING REPORT.

The British steamer "Hinomaru," from Java 2nd inst., had fine and clear weather with heavy thunderstorm in Macassar Straits; from thence to Cabra fine weather, with heavy swell from N.W.; from thence to port strong monsoon and high seas with overcast and squally weather.

VEESELS ON THE BERTH.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"HILLGLEN" will be despatched for the above port on or about the 26th November, 1900.

For Freight, apply to DODWELL & CO. LTD. Agents.

Hongkong, 25th October, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA," Captain F. Mosca, will leave for the above places on WEDNESDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to SANDER, WIELER & CO. Agents.

Hongkong, 13th November, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHEW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHEW VIA SWATOW AND AMOY.

THE Company's Steamship

"TAMSI MARU," Captain K. Hasagawa, will be despatched for the above ports on MONDAY, the 19th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHEW VIA SWATOW AND AMOY.

THE Company's Steamship

"TAMSI MARU," Captain K. Suzuki, will be despatched for the above ports on TUESDAY, the 21st inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHEW VIA SWATOW AND AMOY.

THE Company's Steamship

"TAMSI MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHEW VIA SWATOW AND AMOY.

THE Company's Steamship

"TAMSI MARU," Captain K. Suzuki, will be despatched for the above ports on THURSDAY, the 22nd inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1900.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHEW VIA SWATOW AND AMOY.

THE Company's Steamship

"TAMSI MARU," Captain K. Suzuki, will be despatched for the above ports on FRIDAY, the 23rd inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th November, 1900.

VESSELS ON THE BERTH

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
COPTIC (via Shanghai).
Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.

GAELIC (via Shanghai).
Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

DORIO (via Shanghai).
Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in India; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 24th October, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, In-land Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOATS POSTE FRANCAIS

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL."

Captain F. W. Vibert, E.N.R., carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 12th November, 1900.

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OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"TANTALUS."

Captain Gregory will be despatched as above on TUESDAY, the 26th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th November, 1900.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG."

Captain Pennefather will be despatched as above on SATURDAY, the 24th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight, or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th November, 1900.

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U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

THE Company's Steamship

"MILOS."

will be despatched on or about 27th instant.

For Freight, apply to

T. M. STEVENS & CO., Agents.

Hongkong, 7th November, 1900.

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THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Asanu will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th November, 1900.

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UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."

Captain Hansen, will be despatched for the above port on or about 28th December.

For Freight apply to

CARLOWITZ & CO., Agents.

Hongkong, 8th November, 1900.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 10th Dec. 3,002 Tons.

S.S. "KVANTEN" On 12th Dec. 2,463 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOUL, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 13th November, 1900.

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OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.

Taking cargo at London rates.

THE Company's Steamship

"PYREHUS."

Captain Tillotson, will be despatched as above on SATURDAY, the 1st December.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1900.

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VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL."

Captain F. W. Vibert, E.N.R., carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For Freight, apply to

SHEWAN, TOME & CO., Agents.

Hongkong, 9th November, 1900.

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VESSELS ON THE BERTH

SHEWAN, TOME & CO'S NEW YORK LINE.

POST OFFICE NOTICES.

CHRISTMAS MAIL.—Letters, etc., for the United Kingdom posted on the 24th instant per British Packet Coramandl are due in London on the 23rd December next. The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards.—The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily unloosed. Parcels for the United Kingdom, posted before 3 p.m. on Friday, 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

The American *Mari*, with the American Mail dated San Francisco 17th October, left Shanghai on Monday, the 13th inst. at 3 a.m., and may be expected here today.

The *Brassey Simons*, with the French Mail of the 10th October, left Singapore on Tuesday, the 13th inst. at 8 a.m., and may be expected here on or about Tuesday, the 20th instant. This Packet brings replies to letters despatched from Hongkong on 15th September.

MAILS WILL CLOSE.

FOR

PER DAY AND HOUR.

Yokohama and Kobe
Shanghai, Nagasaki, Kobe and Yokohama
Port Durwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne
Singapore, Penang and Bombay
Hollow and Pahko
Manila
Singapore, Penang and Calcutta
Shanghai
Vladivostok
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)

Europe, &c., India via Tunicorin
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Manila, Iloilo and Cebu
Europe, &c., India via Tunicorin
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents)

Europe, &c., India via Tunicorin
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Kobe, Yokohama, San Diego & San Francisco

TO-MORROW.

Meeting of the Perseverance Lodge of Hongkong, 10 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 14th November.

ON LONDON.—	Telegraphic Transfer	2/11
	Bank Bills on demand	2/11
	Bank Bills, at 30 days sight	2/11
	Bank Bills, at 2 months' sight	2/11
	Credits, at 4 months' sight	2/11
	Documentary Bills, 4 months' sight	2/11
ON PARIS.—	Bank Bills, on demand	2/63
	Credits, at 4 months' sight	2/69
ON GERMANY.—	On demand	2/14
ON NEW YORK.—	Bank Bills, on demand	5/4
	Credits, 60 days sight	5/2
ON BOMBAY.—	Telegraphic Transfer	157
	Bank, on demand	157
ON CALCUTTA.—	Telegraphic Transfer	157
	Bank, on demand	157
ON SHANGHAI.—	Bank, at sight	7/1
	Private, 30 days' sight	7/24
ON YOKOHAMA.—	On demand	2/1 p.c. dis.
ON MANILA.—	On demand	1 p.c. pm.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	12/5
ON HAIPHONG.—	On demand	2/1 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	60
	SOVEREIGNS, Bank's Buying Rate	9.50
	GOLD LEAF, 100 fine, per tael	50.25
	BAT SILVER, net oz	29/4

OPIUM.

Quotations are:—Allow'd net to 1 catty.
Malwa Now \$78 to \$796 per picul.
Malwa Old \$810 to \$820 "
Malwa Old \$830 to \$840 "
P. Paper-wrapped \$550 to — "
Persian fine quality \$70 to \$920 "
Persian extra fine to — "
Patna Now \$945 to — per chest.
Patna Old \$945 to — "
Bengares Now \$945 to — "
Bengares Old to — "

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T. K. K. steamer *America Maru*, with mails, &c., left Shanghai for this port on Monday, the 12th inst., at 3 p.m.
The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 26th inst.
The O. & O. steamer *Guelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

THE TRENCH MAIL.

The M. M. steamer *Ernest Simon*, with the next French mail left Singapore on Tuesday morning, the 12th inst., for this port via Saigon.

THE INDIAN MAIL.

The Indo-Chine steamer *Kunming*, from Calcutta and Straits, left Singapore for this port on Thursday, 8th inst., at 6 p.m.

THE CANADIAN MAIL.

The C. P. E. steamer *Empress of Japan* left Vancouver on Saturday, 16th inst., p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The P. & O. steamer *Mazagon* left Singapore for this port on the 16th inst., at 8 a.m.

THE AUSTRIAN MAIL.

The Austrian Lloyd steamer *Silesia* left Moji for this port on the 16th inst.

THE N. Y. K. steamer *Kioto Maru* (American Line) left Kobe via Moji for this port on the 16th inst., and is expected to arrive here on the 15th inst.
THE C. M. steamer *Yingze*, from Glasgow and Liverpool, left Singapore for this port on Monday morning, the 12th inst., and may be expected here on or about the 17th inst.

JOINT STOCK SHARES.

HONGKONG, 14th November.

STOCK.	No. of Shares.	Last Value.	Price Up.	Last Dividend.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai	80,000	\$125	\$125	\$0.10 div. at 1/11/41	\$125 p. c. pr. \$125.41.
Banking Corporation				\$15.05 per share for the half year 1900	London 23/7.
Bank of China & Japan, Ltd.	160,875	\$28	\$21	None	\$21.
Do. Deferred	1,250	\$1	\$1	None	\$25.50.
National Bank of China, Ltd.	10,970 A	\$10	\$8	2/8 for 1899	\$20, buyers
Do. Founder's Shares	29,055 B	\$10	\$1	2/8 at 1/11/41 = \$1.38 for 1899	\$20, buyers
	750 firs.	\$1	\$1	None	\$20.
MANUAL INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	40 p. c. = \$20 for 1899	\$210, sellers
China Trade Ins. Co., Ltd.	24,000	\$88.23	\$22	10 p. c. for 1899	\$85.
				Int. of 3% per cent. for 1899	
North China Ins. Co., Ltd.	5,000	\$100	\$25	10 p. c. for 1899	\$180, sellers
				Int. of 3% per cent. for 1899	
FIAR INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	20,000	\$100	\$20	8/7 for 1898	\$78, buyers
China Fire Ins. Co., Ltd.				Int. of 3% per cent. for 1898	
SHIPPING.					
Hongkong, Canton and Macao S. C. Co., Ltd.	60,000	\$15	\$15	\$1.20 for half year ended 30/6/1900	\$321, sellers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	6 p. c. & 2 p. c. bonus for 1899	\$304, buyers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$20	20 per cent. for 1899	\$274, sellers
				Int. of 3% per cent. for 1899	
REFINERIES.					
Tonkin Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/99	\$31, sellers
China Mutual S. N. Co., Limited, Preference	20,000	\$10	\$10	Int. of 3% per cent. on a/c. of 1900	\$101, buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 3% per cent. on a/c. of 1900	\$101, buyers
Do. do.	10,000	\$10	\$10	Int. of 3% per cent. on a/c. of 1900	\$18, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 3% per cent. on a/c. of 1900	\$41, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 3% per cent. on account of 1900	\$23, 5s.
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Int. of \$22 per share on a/c. of 1900	\$118, buyers
Luzon Sugar Refg. Co. Ltd.	7,000	\$100	\$100	\$3, buyers	\$95, buyers
MINING.					
Punjab Mining Co., Ltd.	60,000	\$8	\$8	82.50, sellers	
Do. Preference	30,000	\$1	\$1	75 cents.	
Do. Ordinary	20,000	\$10	\$10	82.50, sellers	
Do. do.	10,000	\$10	\$10	82.50, sellers	
Do. do.	10,000	\$10	\$10	82.50, sellers	
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Int. of \$22 per share on a/c. of 1900	\$118, buyers
Luzon Sugar Refg. Co. Ltd.	7,000	\$100	\$100	\$3, buyers	\$95, buyers
MINING.					
Punjab Mining Co., Ltd.	60,000	\$8	\$8	82.50, sellers	
Do. Preference	30,000	\$1	\$1	75 cents.	
Do. Ordinary	20,000	\$10	\$10	82.50, sellers	
Do. do.	10,000	\$10	\$10	82.50, sellers	
Do. do.	10,000	\$10	\$10	82.50, sellers	
MINING.					
China Gold & Copper Co., Ltd.	10,000	\$250	\$250	None	\$250.
Queens Mines, Limited	400,000	25 cts.	25 cts.	5 p. c. for half year ended 31/12/99 (compon.)	8 cents.
Jeobie Mining and Trading Company, Ltd.	45,000	\$5	\$5	10 p. c. for half year ended 31/12/99 (compon.)	\$75.
Bambu Australian Gold Mining Co., Limited	200,000	\$1	\$1	10 p. c. for half year ended 31/12/99 (compon.)	\$20.
Oliver's Freshfield Mines Limited	15,000	\$5	\$5	10 p. c. for half year ended 31/12/99 (compon.)	\$15.
Great Eastern and Central Gold Mining Co., Ltd.	140,000	\$4	\$4	10 p. c. for half year ended 31/12/99 (compon.)	\$14.
Do. Preferences	70,000	\$1	\$1	10 p. c. for half year ended 31/12/99 (compon.)	\$10.
Dock, Wharves, &c.	12,500	\$125	\$125	Spec. & 12 p. c. bonus for year ended 30/6/00	\$145 per share.
Dock Co., Limited	30,000	\$60	\$60	Int. of 5 p. c. on account of 1900	\$84, buyers
Hongkong and Kowloon Wharf & G. Co., Ltd.	12,500	\$50	\$50	Int. \$10 on acct	